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FINANCIAL REVIEW OF THE PAST WEEK
Charges Against St. Paul's Bookkeeping Subject Stocks to a Severe Test.

NEW BLOW TO CONFIDENCE
Aspects of the Chesapeake and Ohio Note Issue—Values Supported by Easy Money.

Whether there will be any far reaching effects of the charges of irregularity in the financial statements of the Chesapeake and Ohio St. Paul Railway system preferred by the Interstate Commerce Commission is conjectural. The commission's report was made public in a reckless fashion and the early harmful impressions produced by it were not only exaggerated but were mitigated by the commission's efforts to speak approvingly of the actual financial condition of the property and comment favorably on its operations. The violent contrast between the findings on this score and the technical details against the bookkeeping methods of the St. Paul management only increased the astonishment of the banking community over the course adopted by the commission in seeking to enforce its prescribed standards of accounting. The situation is seen to be nothing like as serious as was indicated by the first publications of the commission's criticisms, but the long tale of railway scandals with which the country has been afflicted lately portend an unfortunate future to the St. Paul report. The prestige of this particular road has been such as to emphasize the point; and naturally, with market conditions already characterized by a sentiment more or less clouded, they show how very much at the mercy of official conceptions of public duty values have been placed. No more evident eloquence of all this could be needed than that which was furnished by the fact that in the Wall Street share list which followed the intercommunalism manifested by the Interstate Commerce Commission both in respect to the terms in which the St. Paul report was couched and in the fashion of its public deliverance, the tone of its public deliverance, the tone of its public deliverance, the tone of its public deliverance.

When the worst has been said that can be said about factors of value the basic remains that the greatest of all finances, the menace of tight money, has been eliminated from the financial reckoning. Allowing for the damaging effects of particular episodes and the influence of such as represented by the St. Paul matter, security prices have, both at home and abroad, reflected lately the sustaining influence of the recent widespread relaxation in the money market. Selling has been largely professional and the market offered on Saturday showed that selling had been largely professional, and furthermore gave evidence that while a fresh shock had been administered to confidence marketwise affairs are in better shape to face the future than they were a year ago.

Every important financial market has troubles of its own and is subjected to the reflected difficulties of other markets. Furthermore, all of them are in turn affected more or less unfavorably by the worldwide state of world affairs, by the curtailment of world trade and by the necessities which have compelled a considerable suspension of normal dealings in financial circles. The conditions of the world are such that the financial markets are in a state of transition. Here, as abroad, new financing has been very largely a process of refinancing and new enterprise capital has been absorbed in the process of a prolonged slackening of general business activities. The conditions of trade have not provided constructive influences to the domestic stock market and the inordinate activity in manufacturing communities have evidently not yet solved the problems created by the business legislation of last year, while further restraints are imposed by the new legislation which is pending for the extended period of the second year of business endeavor. Domestic politics have not in the main been conducive to the display of stock market firmness and now at the beginning of the second year of business endeavor the Administration finance encounters a tangle of difficulties in the foreign relations of the United States, such as are plainly denoted by the Mexican invasion broadly by the American Central tolls question and less plainly but just as unmistakably set forth in the intimations given by President Wilson in his brief impressive address to Congress last week. All these factors are such that the market resistance should have been offered by the stock market, a resistance which unquestionably testifies to the essential strength of banking positions and the essential soundness of the most efficient part of the country to suspend judgment on the embarrassment of foreign relations with which the Administration is dealing. It recognizes that the financial markets are largely the result of a foreign policy carried out through a State Department which has literally been rendered an absurdity. At the same time the financial centre of the United States has not at any time been disposed to borrow trouble from the obviously accumulating difficulties of our foreign relations. It has believed that ultimately American common sense would triumph. It has believed that our foreign concerns would not be wholly neglected in the process of prosecuting a programme of domestic policy. The chief obstacle would show forth the same able programme which made for the Administration such an interesting record of achievement on

the domestic side during its first year in office. It has believed this all the more because of the high ground of national honor taken by the President in respect to the treaty obligations involved in the Panama Canal toll dispute. Even while perplexities about progress in being made in forward directions, the Wall Street stock market was first upset after the middle of last week by the announcement of the terms which the Chesapeake and Ohio Railroad had had to make to place an issue of \$33,000,000 of five year 6 per cent. notes, all but a small portion of which is to be used for the purpose of maturing next June. The terms were clearly onerous, but they were such as to demonstrate a subscription to a sounder theory of finance than has obtained for a long time. The Chesapeake and Ohio's troubles have been symptomatic of the plague awaiting corporate managements which yielded wholesale to the temptations of the market for temporary credit in order to procure money for capital purposes. As a matter of fact this recourse has been significant of a rather widespread corporate malady not by any means confined to railroads. It has afflicted industrial enterprise, and the debate which is now being waged as to how commercial banks should be dealt for the purposes of the Federal reserve act has its real root in the case with which corporate business generally has been able to procure capital from the short time money market. It is quite likely that the same can be seen in the new Chesapeake and Ohio financing the beginnings of a process of a general readjustment of corporate affairs generally which will end in placing American economic enterprise on a much sounder footing than it has been in years.

According to the Chesapeake and Ohio management a total of \$17,000,000 will, before any dividends can be paid, be set aside from earnings in the next five years to be used for capital requirements. Quite obviously there is medicine here which the Chesapeake and Ohio shareholders must take as the New Haven shareholders are taking theirs. It is the present price of past assent to a management of affairs which has desired the adoption of drastic curative processes. Eventually, it will have a desirable outcome in demonstrating the necessity of vigilance by stockholders and it will teach the lesson that there is no profit from corporate corruption finance which permits the payment of unearned dividends or dividends disbursed at the expense of a general infirmity of credit. In the broadest sense the Chesapeake and Ohio report is a favorable. They reveal a frank recognition by responsible corporate agents and their bankers of a difficult situation and a robust, unflinching courage in the proper course to pursue under the circumstances.

Furthermore, the Chesapeake and Ohio financing makes an important public confession of a principle which should be maintained in corporate conduct. It is such a concession as should have a tendency to affect favorably the status of all the railroads at a time when the common carriers are asking the public to regulate by Government. The Chesapeake and Ohio has taken the principle of public regulation of railroad rates by Government has been much to bring about present conditions, and apparently it is only some reversal of public policy in this respect which, in combination with new policies of railroad management, enable the railroad industry of the country to do its part in the promotion of general prosperity. When the faults of the railroad have been duly exploited there remains the exhibit of insufficient earnings. This exhibit is most wretched in current returns, which are so bad that they are a powerful argument for that grant of public aid, the principle of greater liberality in rate making which has been asked of Washington.

The St. Paul report which the Interstate Commerce Commission hurried into the stock market late on Friday afternoon was a situation already weakened somewhat by the fact that the report of the Chesapeake and Ohio financing, which inspired a good many alarming counterfeits, not the least of which was connected with the charges of bookkeeping irregularities in their application for permission to make general freight rate advances. On such opportunity as Wall Street had been afforded in all its history it appeared that the commission had done better than to ventilate official dogmas rather than to voice any railroad dereliction of practical consequences. The entire failure to charge any fraudulent act or irregularity against the St. Paul officers tended to show that the commission had done a piece of routine work dealing chiefly with rather state technicalities and that it was in a very clumsy and alarming way. There did not, on such reflection as time permitted, seem to be any rational reason for believing that the financial outlook for values had been dimmed or that the occasion had been supplied to the financial community for losing either head or heart.

RAILROAD AND OTHER BONDS.

Bonds	High	Low	Close	Net	1914
1 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
2 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
4 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
5 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
6 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
7 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
8 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
9 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
10 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Bonds	High	Low	Close	Net	1914
11 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
12 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
13 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
14 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
15 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
16 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
17 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
18 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
19 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
20 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Bonds	High	Low	Close	Net	1914
21 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
22 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
23 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
24 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
25 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
26 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
27 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
28 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
29 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
30 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Bonds	High	Low	Close	Net	1914
31 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
32 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
33 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
34 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
35 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
36 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
37 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
38 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
39 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
40 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Bonds	High	Low	Close	Net	1914
41 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
42 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
43 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
44 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
45 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
46 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
47 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
48 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
49 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
50 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Bonds	High	Low	Close	Net	1914
51 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
52 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
53 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
54 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
55 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
56 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
57 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
58 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
59 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
60 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Bonds	High	Low	Close	Net	1914
61 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
62 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
63 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
64 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
65 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
66 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
67 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
68 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
69 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
70 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Bonds	High	Low	Close	Net	1914
71 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
72 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
73 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
74 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
75 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
76 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
77 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
78 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
79 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
80 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Bonds	High	Low	Close	Net	1914
81 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
82 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
83 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
84 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
85 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
86 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
87 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
88 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
89 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
90 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Bonds	High	Low	Close	Net	1914
91 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
92 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
93 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
94 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
95 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
96 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
97 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
98 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
99 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
100 Adams Ex. 7 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

New York 104	104	104	—	104	100 1/2
San Diego 101 1/2	101 1/2	101 1/2	—	101 1/2	100 1/2
St. Paul 104	104	104	—	104	100 1/2
St. Paul 1st 100	100	100	—	100	100 1/2
St. Paul 2nd 100	100	100	—	100	100 1/2
St. Paul 3rd 100	100	100	—	100	100 1/2
St. Paul 4th 100	100	100	—	100	100 1/2
St. Paul 5th 100	100	100	—	100	100 1/2
St. Paul 6th 100	100	100	—	100	100 1/2
St. Paul 7th 100	100	100	—	100	100 1/2
St. Paul 8th 100	100	100	—	100	100 1/2
St. Paul 9th 100	100	100	—	100	100 1/2
St. Paul 10th 100	100	100	—	100	100 1/2
St. Paul 11th 100	100	100	—	100	100 1/2
St. Paul 12th 100	100	100	—	100	100 1/2
St. Paul 13th 100	100	100	—	100	100 1/2
St. Paul 14th 100	100	100	—	100	100 1/2
St. Paul 15th 100	100	100	—	100	100 1/2
St. Paul 16th 100	100	100	—	100	100 1/2
St. Paul 17th 100	100	100	—	100	100 1/2
St. Paul 18th 100	100	100	—	100	100 1/2
St. Paul 19th 100	100	100	—	100	100 1/2
St. Paul 20th 100	100	100	—	100	100 1/2
St. Paul 21st 100	100	100	—	100	100 1/2
St. Paul 22nd 100	100	100	—	100	100 1/2
St. Paul 23rd 100	100	100	—	100	100 1/2
St. Paul 24th 100	100	100	—	100	100 1/2
St. Paul 25th 100	100	100	—	100	100 1/2
St. Paul 26th 100	100	100	—	100	100 1/2
St. Paul 27th 100	100	100	—	100	100 1/2
St. Paul 28th 100	100	100	—	100	100 1/2
St. Paul 29th 100	100	100	—	100	100 1/2
St. Paul 30th 100	100	100	—	100	100 1/2
St. Paul 31st 100	100	100	—	100	100 1/2
St. Paul 32nd 100	100	100	—	100	100 1/2
St. Paul 33rd 100	100	100	—	100	100 1/2
St. Paul 34th 100	100	100	—	100	100 1/2
St. Paul 35th 100	100	100	—	100	100 1/2
St. Paul 36th 100	100	100	—	100	100 1/2
St. Paul 37th 100	100	100	—	100	100 1/2
St. Paul 38th 100	100	100	—	100	100 1/2
St. Paul 39th 100	100	100	—	100	100 1/2
St. Paul 40th 100	100	100	—	100	100 1/2
St. Paul 41st 100	100	100	—	100	100 1/2
St. Paul 42nd 100	100	100	—	100	100 1/2
St. Paul 43rd 100	100	100	—	100	100 1/2
St. Paul 44th 100	100	100	—	100	100 1/2
St. Paul 45th 100	100	100	—	100	100 1/2
St. Paul 46th 100	100	100	—	100	100 1/2
St. Paul 47th 100	100	100	—	100	100 1/2
St. Paul 48th 100	100	100	—	100	100 1/2
St. Paul 49th 100	100	100	—	100	100 1/2
St. Paul 50th 100	100	100	—	100	100 1/2
St. Paul 51st 100	100	100	—	100	100 1/2
St. Paul 52nd 100	100	100	—	100	100 1/2
St. Paul 53rd 100	100	100	—	100	100 1/2
St. Paul 54th 100	100	100	—	100	100 1/2
St. Paul 55th 100	100	100	—	100	100 1/2
St. Paul 56th 100	100	100	—	100	100 1/2
St. Paul 57th 100	100	100	—	100	100 1/2
St. Paul 58th 100	100	100	—	100	100 1/2
St. Paul 59th 100	100	100	—	100	100 1/2
St. Paul 60th 100	100	100	—	100	100 1/2
St. Paul 61st 100	100	100	—	100	100 1/2
St. Paul 62nd 100	100	100	—	100	100 1/2
St. Paul 63rd 100	100	100	—	100	100 1/2
St. Paul 64th 100	100	100	—	100	100 1/2
St. Paul 65th 100	100	100	—	100	100 1/2
St. Paul 66th 100	100	100	—	100	100 1/2
St. Paul 67th 100	100	100	—	100	100 1/2
St. Paul 68th 100	100	100	—	100	100 1/2
St. Paul 69th 100	100	100	—	100	100 1/2
St. Paul 70th 100	100	100	—	100	100 1/2
St. Paul 71st 100	100	100	—	100	100 1/2
St. Paul 72nd 100	100	100	—	100	100 1/2
St. Paul 73rd 100	100	100	—	100	100 1/2
St. Paul 74th 100	100	100	—	100	100 1/2
St. Paul 75th 100	100	100	—	100	100 1/2
St. Paul 76th 100	100	100	—	100	100 1/2
St. Paul 77th 100	100	100	—	100	100 1/2
St. Paul 78th 100	100	100	—	100	100 1/2
St. Paul 79th 100	100	100	—	100	100 1/2
St. Paul 80th 100	100	100	—	100	100 1/2
St. Paul 81st 100	100	100	—	100	100 1/2
St. Paul 82nd 100	100	100	—	100	100 1/2
St. Paul 83rd 100	100	100	—	100	100 1/2
St. Paul 84th 100	100	100	—	100	100 1/2
St. Paul 85th 100	100	100	—	100	100 1/2
St. Paul 86th 100	100	100	—	100	100 1/2
St. Paul 87th 100	100	100	—	100	100 1/2
St. Paul 88th 100	100	100	—	100	100 1/2
St. Paul 89th 100	100	100	—	100	100 1/2
St. Paul 90th 100	100	100	—	100	100 1/2
St. Paul 91st 100	100	100	—	100	100 1/2
St. Paul 92nd 100	100	100	—	100	100 1/2
St. Paul 93rd 100	100	100	—	100	100 1/2
St. Paul 94th 100	100	100	—	100	100 1/2
St. Paul 95th 100	100	100	—	100	100 1/2
St. Paul 96th 100	100	100	—	100	100 1/2
St. Paul 97th 100	100	100	—	100	100 1/2
St. Paul 98th 100	100	100	—	100	100 1/2
St. Paul 99th 100	100	100	—	100	100 1/2
St. Paul 100th 100	100	100	—	100	100 1/2